

**Table 23. PAD District 5 - Daily Average Supply and Disposition of Crude Oil and Petroleum Products, February 2015**  
(Thousand Barrels per Day)

Commodity	Supply						Disposition			
	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjustments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>
<b>Crude Oil</b> .....	1,117	--	--	1,031	229	0	103	2,273	--	0
<b>Natural Gas Plant Liquids and Liquefied</b>										
<b>Refinery Gases</b> .....	64	0	16	2	--	--	-27	75	16	17
Pentanes Plus .....	29	0	--	--	--	--	-1	24	3	3
Liquefied Petroleum Gases .....	35	--	16	2	--	--	-26	51	14	14
Ethane/Ethylene .....	0	--	--	--	--	--	--	--	--	0
Propane/Propylene .....	12	--	40	2	--	--	-14	--	13	55
Normal Butane/Butylene .....	14	--	-29	--	--	--	-16	30	1	-30
Isobutane/Isobutylene .....	9	--	5	--	--	--	4	21	0	-11
<b>Other Liquids</b> .....	--	23	--	83	315	55	-19	504	14	-23
Hydrogen/Oxygenates/Renewables/Other Hydrocarbons .....	--	23	--	9	154	28	10	203	1	0
Hydrogen .....	--	--	--	--	--	38	--	38	--	0
Oxygenates (excluding Fuel Ethanol) .....	--	--	--	--	--	0	--	--	0	0
Renewable Fuels (including Fuel Ethanol) .....	--	23	--	9	154	-9	10	165	1	0
Fuel Ethanol .....	--	19	--	--	143	-1	9	151	1	0
Renewable Fuels Except Fuel Ethanol .....	--	5	--	9	11	-8	1	14	1	0
Other Hydrocarbons .....	--	--	--	--	--	--	--	--	--	--
Unfinished Oils .....	--	--	--	66	--	--	36	46	7	-23
Motor Gasoline Blend.Comp. (MGBC) .....	--	--	--	8	161	26	-65	255	5	0
Reformulated .....	--	--	--	--	81	11	-40	132	--	0
Conventional .....	--	--	--	8	80	15	-25	123	5	0
Aviation Gasoline Blend. Comp. ....	--	--	--	--	--	--	--	--	--	--
<b>Finished Petroleum Products</b> .....	--	--	2,994	134	42	-17	-35	--	361	2,828
Finished Motor Gasoline .....	--	--	1,595	0	11	-26	-10	--	47	1,544
Reformulated .....	--	--	1,092	--	--	-15	0	--	--	1,077
Conventional .....	--	--	503	0	11	-10	-10	--	47	467
Finished Aviation Gasoline .....	--	--	3	--	--	--	3	--	--	0
Kerosene-Type Jet Fuel .....	--	--	427	24	10	--	7	--	34	420
Kerosene .....	--	--	0	--	--	--	0	--	6	-5
Distillate Fuel Oil .....	--	--	550	61	28	8	-9	--	106	551
15 ppm sulfur and under <sup>6</sup> .....	--	--	518	24	28	8	-11	--	43	545
Greater than 15 ppm to 500 ppm sulfur <sup>6</sup> .....	--	--	8	0	--	--	-1	--	33	-25
Greater than 500 ppm sulfur .....	--	--	25	37	--	--	2	--	30	30
Residual Fuel Oil <sup>7</sup> .....	--	--	117	38	--	--	-26	--	45	137
Less than 0.31 percent sulfur .....	--	--	1	2	--	--	5	--	NA	NA
0.31 to 1.00 percent sulfur .....	--	--	24	0	--	--	-1	--	NA	NA
Greater than 1.00 percent sulfur .....	--	--	92	36	--	--	-31	--	NA	NA
Petrochemical Feedstocks .....	--	--	0	3	--	--	0	--	--	3
Naphtha for Petro. Feed. Use .....	--	--	0	3	--	--	0	--	--	3
Other Oils for Petro. Feed. Use .....	--	--	--	--	--	--	--	--	--	--
Special Naphthas .....	--	--	2	--	--	--	0	--	--	2
Lubricants .....	--	--	19	0	-7	--	0	--	11	2
Waxes .....	--	--	--	1	--	--	--	--	0	1
Petroleum Coke .....	--	--	132	1	--	--	-1	--	110	24
Marketable .....	--	--	101	1	--	--	-1	--	110	-7
Catalyst .....	--	--	31	--	--	--	--	--	--	31
Asphalt and Road Oil .....	--	--	19	6	--	--	2	--	2	21
Still Gas .....	--	--	115	--	--	--	--	--	--	115
Miscellaneous Products .....	--	--	13	--	--	--	0	--	0	13
<b>Total</b> .....	1,181	23	3,010	1,250	585	37	21	2,853	391	2,822

-- = Not Applicable.

-- = No Data Reported.

NA = Not Available.

<sup>1</sup> Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

<sup>2</sup> Includes implied net receipts for fuel ethanol and oxygenates (excluding fuel ethanol). Implied net receipts are calculated as the sum of stock change, refinery and blender net inputs, and exports minus the sum of Renewable Fuels and Oxygenate Plant Net Production, Imports, and Adjustments. Includes crude oil receipts by rail.

<sup>3</sup> Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

<sup>4</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks.

<sup>5</sup> Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

<sup>6</sup> Exports of distillate fuel oil with sulfur greater than 15 ppm to 500 ppm may include distillate fuel oil with sulfur content 15 ppm and under due to product detail limitations in the exports data received from the U.S. Census Bureau.

<sup>7</sup> Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on historical statistics from State conservation agencies and the Minerals Management Service of the U.S. Department of Interior. Export data from the U.S. Census Bureau. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.